

Maynooth Cycling Campaign,
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Maynooth,
County Kildare.

Senior Executive Officer,
Transportation and Public Safety,
Kildare County Council,
Aras Chill Dara,
Devoy Park,
Naas, County Kildare

26.08.2010

Traffic Management Improvement on Kilcock Road (R148), adjacent to NUI Maynooth.

Submission on behalf of Maynooth Cycling Campaign.

Dear Sirs,

The Maynooth Cycling Campaign generally welcomes measures designed to improve facilities for cyclists, improvements to infrastructure which enable cycling and traffic calming in urban areas.

Maynooth is a compact urban area. There are several places of work and education located in the town centre within easy cycling distance of residential areas and public transportation. The topography is relatively flat and the town has a diameter of less than 3km. Maynooth is therefore an ideal location to attempt to maximise cycling modal share from improvements in infrastructure.

The plan is divided into 3 sections detailed in Layouts 1,2 and 3.

The Western end of the scheme, layout 1, proposes the construction of a bus gate. The only bus route currently using this stretch of road is the 66K which makes two outward and two inward trips per day. Only one, the 5pm service from Kilcock passes the location of the bus gate at peak hours. In any event traffic rarely backs up on the Kilcock Road past the university entrance, thus making the provision of a bus lane at this location unnecessary. The bus gate is likewise completely unnecessary and should be abandoned. As proposed the western section of the bus lane is 4.5m which is acceptable. However the eastern section is 3.9m which facilitates unsafe overtaking. If it is not possible for a bus lane to be 4.5m or more it should be 3.0m to discourage unsafe overtaking.

There is no proper integration of cyclists onto the road after the gate. We consider the current layout of the road at this location to be adequate for cyclists. There would appear to be a proposal to narrow the road along this stretch. If the carriageway is to be narrowed there will be more than adequate space for a full size cycle lane on both sides of the road.

Generally the proposed works to the west of the university entrance are unnecessary and the funds proposed to be expended could be put to better use.

Layout 2 shows a roundabout at a revised entrance to NUI Maynooth. In general high speed large roundabouts are very dangerous for cyclists. Low speed "mini roundabouts" however are conducive to cycling as they significantly reduce traffic speeds.

The area covered by layout 3 is the most significant from a cycling viewpoint. The junction with the Moyglare road serves the university, Manor Mills shopping centre and 2 schools. The removal of the left slip for traffic and its replacement with a cycle track from Mill Street is welcomed. However cyclists need a proper designated route from this junction to the NUI Campuses. The current layout of cycle track leading to advance stop zone at traffic lights is commonly used in cycle-friendly cities such as Amsterdam and should be retained.

Travelling from NUI to the junction with Mill Streets, cyclists should have a priority lane allowing them to pass stopped cars to an advance stop area. The cycle track should continue the length of layout 1 with provision for a cyclist's entrance to NUI and priority for cyclists travelling straight ahead at the Manor Mills Traffic lights.

The proposed kerb radius at the junction of the Moyglare road is too large, it should be tighter to facilitate traffic calming.

Consideration should be given to providing cycling infrastructure on the Moyglare road to facilitate more cycling by school children. The Boy's National School and the Post Primary school have adequate space to facilitate an off-road route from the junction with the Kilcock road for their students.

The infrastructure on the Moyglare road needs to be better protected from parked cars. Parked cars on footpaths force pedestrians onto the road and discourage cycling.

The objective of making a streetscape on the Kilcock road is worthwhile and improvements for pedestrians and cyclists at the Maynooth road junction are essential. However the bus gate, bus lanes, warning lights etc to the west may negate, in the public mind, any such improvements. These are so clearly a waste of money that they are likely to result in resentment towards cycling and cyclists.

Yours faithfully,

Deirdre McGowan,
Secretary, Maynooth Cycling Campaign